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AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

Claims 1-27 (Cancelled)

Claim 28 (Currently Amended): A system of operating an airfield lighting system of an airport, comprising:

a primary processing system local to the airport and in communication with the airfield approach lighting system for at least one of monitor and control thereof, said airfield approach lighting system producing airfield approach lighting status information for processing by said primary processing system;

a global communication packet switched network connected to the primary processing system; and

a redundant secondary processing system in communication with the airfield approach lighting system for at least one of monitor and control thereof, wherein the redundant secondary processing system accesses said primary processing system from a remote location disposed on the global communication packet-switched network such that said airfield approach lighting status information is accessed from the remote location ; and

a redundant communication system coupling the primary processing system to the redundant secondary processing system when the global communication packet switched network fails.

Claim 29 (Previously Presented): The system of Claim 28, wherein said airfield approach lighting status information is accessed by a user at a user node at said remote location.

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Claim 30 (Previously Presented): The system of Claim 29, wherein said user node provides access to said airfield approach lighting status information via a web site.

Claim 31 (Previously Presented): The system of Claim 30, wherein said web site presents said airfield approach lighting status information to said user at said remote location in response to said user first providing a valid authorization code.

Claim 32 (Original): The system of Claim 29, wherein said user is a sales/marketing person at said remote location, which said remote location is a sales/marketing node disposed on said global communication network.

Claim 33 (Original): The system of Claim 29, wherein said user is a customer of said remote location, which said remote location is a customer node disposed on said global communication network.

Claim 34 (Original): The system of Claim 29, wherein said user is a maintenance repair person of said remote location, which said remote location is a contractor node disposed on said global communication network.

Claim 35 (Previously Presented): The system of Claim 28, wherein said airfield approach lighting status information is accessed directly from a user node at said remote location which is disposed on said global communication network.

Claim 36 (Original): The system of Claim 28, wherein said global communication packet-switched network is the Internet.

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Claim 37 (Original): The system of Claim 28, wherein a user is notified with a notification message which is automatically transmitted in response to a fault condition detected in the airfield lighting system.

Claim 38 (Original): The system of Claim 37, wherein said notification message is transmitted via electronic mail to said user.

Claim 39 (Original): The system of Claim 37, wherein said notification message is transmitted via cellular telephone to said user.

Claim 40 (Original): The system of Claim 37, wherein said notification message is transmitted via a wireless pager to said user.

Claim 41 (Previously Presented): The system of Claim 37, wherein said notification message is transmitted from a central control center disposed on said global communication network which uploads said airfield approach lighting status information from said local processing system via said global communication network on a periodic basis and processes said uploaded airfield approach lighting status information to determine if a fault condition has occurred in the airfield lighting system of the airport.

Claims 42-53 (Cancelled)

Claim 54 (Previously Presented): The system of claim 28, further comprising:
a second airfield approach lighting system at a second airport; and
a second primary processing system local to the second airport and in communication with the second airfield approach lighting system for monitor and control thereof, said second airfield approach lighting system producing second airfield approach lighting status information for processing by said second primary processing system;

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wherein the redundant secondary processing system is in communication with the second airfield approach lighting system for monitor and control thereof, the redundant secondary processing system accesses said second primary processing system from the remote location disposed on the global communication packet-switched network to obtain the second airfield approach lighting status information..

Claims 55-56 (Canceled)

Claim 57 (Currently Amended): A method of monitoring an airfield system of an airport, comprising:

locally monitoring and controlling the airfield system with a primary processing system local to the airport, said airfield system producing airfield system information for processing by said primary processing system; and

accessing the airfield system information from a central control center at a remote location, the central control center comprising a redundant secondary processing system for monitoring and control of the airfield system[[;]], wherein the redundant secondary processing system is connected to the airfield system by a global communication network; and

accessing the airfield system information from the central control center via a redundant communication system when the global communication network fails.

Claim 58 (Previously Presented): The method of claim 57, further comprising accessing the control center from a second remote location which is disposed on said global communication network.

Claim 59 (Previously Presented): The method of claim 58, wherein the central control center provides access to said airfield system information via a web site.

Claim 60 (Previously Presented): The method of claim 59, further comprising:

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sending a control command to the airfield system from the second remote location to the central control center;

wherein the central control center being responsive to the control command to communicate the control command to the airfield system.

Claim 61 (Previously Presented): The method of Claim 60, wherein said global communication network is the Internet.

Claim 62. (Previously Presented): The method of claim 57, wherein the airfield system comprises an airfield approach lighting system.

Claim 63 (Previously Presented): The method of claim 62, further comprising:
locally controlling a second airfield system at a second airport; by a second primary processing system local to the second airport and in communication with the second airfield approach lighting system for monitor and control thereof, said second airfield approach lighting system producing second airfield approach lighting status information for processing by said second primary processing system; and

accessing the second airfield approach lighting system information by the redundant secondary processing system remotely located from the second airport and disposed on the global communication packet-switched network for monitor and control of the second airfield approach lighting system.

Claim 64 (Previously Presented): The method of 63, further comprising:
controlling the airfield lighting system and the airfield approach lighting system from the redundant secondary processing system by sending commands on a redundant communication link connecting the primary processing system and the second primary processing system to the secondary processing system.

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Claim 65 (Previously Presented) : The system of claim 64, wherein the redundant communication link is at least one of a packet switched telephone network and a wireless network.

Claim 66 (Previously Presented): A system, comprising:

- a first airfield lighting system located at a first airport;
- a second airfield lighting system located at a second airport;
- means for controlling the first airfield lighting system coupled to the first airfield lighting system and located at the first airport;
- means for controlling the second airfield lighting system coupled to the second airfield lighting system and located at the second airport;
- a redundant control means for controlling the first airfield lighting system and the second airfield lighting system located at a remote location from the first airport and the second airport;
- a global communication means for coupling the means for controlling the first airfield lighting system, the means for controlling the second airfield lighting system, and the redundant control means;
- a redundant wired communication means for coupling the means for controlling the first airfield lighting system, the means for controlling the second airfield lighting system, and the redundant control means when the global communications means fails;
- and
- a redundant wireless communication means for coupling the means for controlling the first airfield lighting system, the means for controlling the second airfield lighting system, and the redundant control means when the global communications means fails.

67. (Previously Presented) The system of claim 66, further comprising:
at least one additional airport lighting system located at an at least one additional airport;

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at least one additional means for controlling the at least one additional airport lighting system at a location corresponding to the at least one additional airport;

wherein the global communication means for coupling the means for controlling the first airfield lighting system, the means for controlling the second airfield lighting system, and the redundant control means further comprises a connection to the at least one additional means for controlling the at least one additional airport;

wherein the redundant wired communication means for coupling the means for controlling the first airfield lighting system, the means for controlling the second airfield lighting system, and the redundant control means when the global communications means fails further comprises a connection to the at least one additional means for controlling the at least one additional airport;

wherein the redundant wireless communication means for coupling the means for controlling the first airfield lighting system, the means for controlling the second airfield lighting system, and the redundant control means when the global communications means fails further comprises a connection to the at least one additional means for controlling the at least one additional airport; and

wherein the redundant control means is remotely located from the at least one additional airport and further comprises means for controlling the at least one additional airport lighting system.

Claim 68 (Previously Presented): The system of claim 66, further comprising a plurality of airfield lighting systems located at a plurality of corresponding airports;

a plurality of means for controlling the airfield lighting systems located at the plurality of corresponding airports;

wherein the global communication means for coupling the means for controlling the first airfield lighting system, the means for controlling the second airfield lighting system, and the redundant control means further comprises a connection to the

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plurality of means for controlling the airfield lighting systems located at the plurality of corresponding airports;

wherein the redundant wired communication means for coupling the means for controlling the first airfield lighting system, the means for controlling the second airfield lighting system, and the redundant control means when the global communications means fails further comprises a connection to the plurality of means for controlling the airfield lighting systems located at the plurality of corresponding airports;

wherein the redundant wireless communication means for coupling the means for controlling the first airfield lighting system, the means for controlling the second airfield lighting system, and the redundant control means when the global communications means fails further comprises a connection to the plurality of means for controlling the airfield lighting systems located at the plurality of corresponding airports; and

wherein the redundant control means is remotely located from the plurality of corresponding airports and further comprises means for controlling the at plurality of airfield lighting systems located at the plurality of corresponding airports.

69. (New): A system of operating an airfield lighting system of an airport according to claim 28, wherein the redundant communication system is at least one of a wired and a wireless communication system.

70. (New): A system of operating an airfield lighting system of an airport according to claim 28, the redundant communication system further comprising:

a redundant wired communication means for coupling the primary processing system and the redundant secondary processing system; and

a redundant wireless communication means for coupling the primary processing system and the redundant secondary processing system.

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71. (New): A method of monitoring an airfield system of an airport according to claim 57, wherein the redundant communication system is at least one of a wired and a wireless communication system.

72. (New): A method of monitoring an airfield system of an airport according to claim 57, the redundant communication system further comprising:

a redundant wired communication means for coupling the primary processing system and the central control center; and

a redundant wireless communication means for coupling the primary processing system and the central control center.